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NETS AND TRAPS GET MACKEREL

**Shipped to New York—Sch.
Rob Roy In With
500 Fish.**

Evidently the southern seining fleet have been having some of the bad weather out that way, such as Massachusetts has been treated to, the past few days for no catches have been made outside of the little boats and traps. The first news for several days from the fleet was received this morning a dispatch to the Times announcing the arrival of sch. Rob Roy. Capt. Lemuel Firth at New York with 500 large fresh mackerel in count.

The dispatch says that 210 barrels of mackerel were expected overland from Cold Springs and Atlantic City this morning for the New York market.

Nearly all the boats have left Chincoteague and moved up the coast. Yesterday, 12,000 fresh fish in count were landed at Cape May.

THOUGHT LOST— BOTH ARE SAFE

Sch. Delphine Cabral, arriving at the new fish pier, Boston, yesterday afternoon had her flag at half mast as a mourning emblem for two of her crew who were thought to have been drowned, but sorrow on board was quickly turned to joy, as soon as the craft swung into a berth.

The first to hail the vessel were the two men who were lost miles from land. The Cabral was fishing on Georges last Monday when a heavy fog shut in. John Capales and Manuel Meunes, dory mates, failed to return with the others and the schooner cruised about the vicinity for six hours without locating them. A heavy sea was running and those on board concluded that the dory had been swamped and the two members of the crew drowned.

When Capales and Meunes were seen on the wharf a hearty cheer went up from the men on the vessel. The two men quickly jumped on board and told of their rescues by the fishing schooner Flavilla on Tuesday morning, after they had spent the night rowing in the heavy sea. They were nearly exhausted when picked up.

Ashore and Floated.

While inward-bound from the fishing grounds yesterday morning, the sch. Flavilla ran ashore on Georges Island, Boston Harbor. She was floated an hour later by the tug F. J. Purly and towed to the fish pier. Apparently she received no damage.

Ice Report.

As received by the Board of Trade from the Supt. Signal Service, Quebec, May 5:

Magdalen Islands—Dense fog.
Cape Ray—No ice.
Scattari—Heavy, close, packed, distant.
Money Point—Heavy, close packed everywhere; stationary.
Point Tupper—Strait packed with ice.
Other Points—No ice.

First Doryhandliner Away.

The first of the dory handliners, sch. Gov. Russell, Capt. Louis Soares, sailed this morning. Sch. Tattler, Capt. Alden Geel is about ready to sail.

More Seiners Go South.

Two more of the south seiners got away today. They are sch. Imperator, Capt. C. Wesley Farmer and steamer Bessie M. Dugan, Capt. Douglass McLean.

Putting in An Engine.

Sch. Harvard is having a 36-horsepower Lathrop engine installed. She will fit later for seining.

Fishing Fleet Movements.

Sch. Moaniam was at Shelburne Tuesday and cleared.

Backward Season at Newfoundland.

Cold and backward weather is in evidence everywhere along the coast, and outside the winter fishing zone on the West Coast, there hasn't been a codfish landed at this writing. Of course, it is rather early yet for active fishery work, but usually there is fair sign of fish on the jigger from St. John's to Cape Race about the first of May. The explanation is that the water around the coast is too cold, and the fish is still off shore in deep water. Herring have appeared in several places, and Portugal Cove men got a few in their nets last week. In Fortune Bay there has been a good sign of herring the last few days, and some of the Western bankers have got their battings and proceeded to the bankfishery.—St. John's, N. F., Trade Review.

Trade Dull at St. John's.

Trade in the city continues dull, and retailers are reporting slow sales all along the street, says the St. John's, N. F., Trade Review. Several outport business men have arrived to purchase outfits for new season's business, but their presence affects the wholesale trade alone. The few schooners that have arrived for supplies are from the South and West coasts; the Northern fleet, by present indications, will not be along till next week. The ice is still hanging about the Northern Bays, and we want a good off shore blow for a day or two to produce the activity that is generally associated with the spring trade in Newfoundland. Altogether, it looks as if we are going to have the latest spring for very many years.

AVALON FROM GRAND BANKS

**Brings Fare of 20,000 Pounds
of Halibut—Gill Netters
Catch Light.**

Absent just four weeks to the day, sch. Avalon, is here this morning from Grand Banks with a halibut fare of 20,000 pounds which sold to the New England Fish company at 12 cents a pound for white and nine and one-half cents for gray.

Gill netting receipts showed a marked falling off yesterday on account of the hauling out a number of the fleet.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Avalon, Grand Banks, 20,000 lbs. fresh halibut.
Str. Dolphin, gill netting, 1000 lbs. fresh fish.
Str. Medomak, gill netting, 1000 lbs. fresh fish.
Str. Carrie and Mildred, gill netting, 1000 lbs. fresh fish.
Str. Quartette, gill netting, 1000 lbs. fresh fish.

Vessels Sailed.

Sch. Ralph Brown, haddocking.
Sch. Frances P. Mesquita, haddocking.
Sch. Mary E. Sennett, haddocking.
Sch. Esther Gray, haddocking.
Sch. Actor, haddocking.
Sch. Tattler, dory handlining.
Sch. William H. Rider, Pubnico, N. S.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4; snappers, \$3.
Eastern halibut codfish, large, \$5; medium, \$4.50.
Georges halibut, codfish, large, \$5.50; mediums, \$4.50.
Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.
Haddock, \$2.00.
Hake, \$1.15.
Pollock, \$1.75.

Fresh Fish.

Splitting prices:
Haddock, \$1.10 per cwt.
Cod, large, \$2.25; medium, \$1.85; snappers, 75c.
All codfish, not gilled, 10c per 100 pounds less than the above.
Hake, \$1.10.
Cusk, large, \$1.75; medium, \$1.25; snappers, 50c.
Pollock, 90c.
Fresh halibut, 12c lb. for white, and 9½c lb. for gray.

Halibut Sale.

The halibut fare of sch. Avalon sold to the New England Halibut Company for 12 cents for white and 9 1-2 cents for gray.

Going Pollock Seining.

Capt. Edward Peterson is fitting out sch. Ella G. King for pollock seining.

ALL TOGETHER ABOUT ONE TRIP

**Arrivals Continue Light at
New Fish Pier—Prices
Are Still Low.**

A bare handful of arrivals predominated at the new fish pier this morning, hardly enough to talk about. In all the total landing was 120,000 lbs. The Provincetown schooners had the largest fares, they being schs. Philip P. Manter brought in 37,000 pounds; Annie Perry, 40,000 pounds; Josephine DeCosta, 38,000 pounds.

Wholesale prices were \$2.50 to \$2.60 per hundred for haddock \$2.25 to \$2.50 for large cod, \$1.50 for market cod, \$1.50 for hake, \$1.50 for pollock.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Philip P. Manta, 25,000 haddock, 12,000 cod.
Sch. Annie Perry, 8000 haddock, 32,000 cod.
Sch. Josephine DeCosta, 10,000 haddock, 28,000 cod.
Sch. Olivia Sears, 3200 cod.
Haddock \$2.50 to \$2.60 per cwt.; large cod, \$2.25 to \$2.50; market cod, \$1.50; hake, \$1.50; pollock, \$1.50.

GILL NETTERS HAULING OUT

The gill netting season is getting short, and quite a number of the boats in addition to those already reported have made their last trip of the season and will now store away their reels and nets until the fall.

Steamer Orion and Gertrude T., of the Dahlmar fleet, are through. The Orion has just come off the ways, while the Gertrude T. is on Parkhurst's railways, receiving a coat of paint and touching up, prior to returning to Erie, Pa., from whence she came three seasons ago.

Steamer Bethulia made her last haul yesterday. Steamer Enterprise has also pulled up her gear, closing the season.

Sch. Little Fannie will probably fish a few more days, before hauling out, while steamer Water Witch will make her last lift today.

All the boats of the Atwood & Payne fleet have pulled out for the season, steamers Quartette and Carrie and Mildred making their last hauls for the firm yesterday.

Capt. Geel Sailed.

Sch. Tatler, Capt. Alden Geel sailed this morning on a dory handlining trip. Sch. Gov. Russell and sch. Tatler are the only two vessels that will follow this kind of fishing this summer, from this port.

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**CLINTONIA NOT
LEAKING BADLY**

A despatch to W. H. Jordan & Co., yesterday, states that sch. Clintonia, sed Capt. Lyman Wyld, struck while making harbor at Arichat, N. S. The vessel later came off and is leaking some, but otherwise escaped more serious damage. She will make repairs before proceeding on her trip.

MARRIED BY FATALITIES.

Seal Catch More Valuable Than Last Year, but 252 Men Were Lost.

The Newfoundland seal fisheries of the season just closed were more successful financially than those of last year, according to figures compiled recently. But for the fishermen the financial success has been shrouded in gloom by the great loss of life in the hunt, the Newfoundland's catastrophe having cost 78 lives, and 174 men having gone down with the Southern Cross.

Twenty steamers, employing 4000 men, set out on the hunt two months ago. Nineteen vessels returned with 252 less men and with the pelts of 233,718 seals. This catch was valued at \$498,086. Last year a greater number of seals was caught, 272,956 skins being returned, but they were valued at only \$493,845.

Rose Blanche Report.

From R. Furneaux, April 25. (Rose Blanche to Petites)—The total codfish catch is 9,930 quintals and for last week 520. Sixty-four dories and skiffs are fishing and also boats. Four bankers have arrived. Prospects at present are good, but there is no bait, all the frozen supply having been used. Some of the boats are using salt squid and find it just as good as herring. The weather is stormy and ice hangs on the grounds hindering fishery operations. The boats were out only one day, Saturday, and got from 4 to 9 quintals per dory on the other bank. All the schooners from Fortune and Placentia have gone home."

Provincetown Fish Notes.

Capt. George O'Neill has taken sch. Verna and Esther to Gloucester for improvements and repairs.

Capt. William O'Neill has taken his steamer Mildred and Agnes to Bridgeport, Conn., for repairs and painting. The Fisherman Cold Storage took in 100 barrels of herring on Monday.

David M. Waddell of Rockport has the contract to build an auxiliary cat-rigged sloop for John F. Silva, of Provincetown. She will be 47 feet in length, 15 feet in width and 6½ feet depth, something on the lines of the Natalie of Provincetown.

Port au Basques Fish Report.

From T. Soper, April 18, (Channel to Port aux Basques)—The total catch is 2999 quintals but nothing was done the past week by skiffs, dories or boats owing to stormy weather and ice conditions. The prevailing winds have been N. W. and W. No bankers have arrived. It is difficult to judge the prospects just now. It is very discouraging to see the harbors blocked with ice this being one of the best months of the fishing season.—St. John's Herald.

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**ANDREW'S PLAN
HAS BORNE FRUIT**

His Idea of Revenue Cutter For Hospital Ship Approved by Secretary of Treasury In Endorsement of Gardner Amendment to New Cutter Bill.

Evidently the plan of Hon. A. Piatt Andrew of this city, suggesting that the revenue cutters be detailed for hospital ship service among the fishermen, has borne fruit, for the secretary of treasury has written Chairman Adamson of the Committee on Internal State and Foreign Commerce, approving the amendment to that end, the bill to construct four new revenue cutters.

Says a Washington dispatch this morning:

The secretary of the treasury has written to Chairman Adamson of the House committee on interstate and foreign commerce approving Representative Gardner's amendment to the bill to construct four new revenue cutters. Under the Gardner amendment as redrafted by the treasury department, any cutter now in the revenue service may be used to extend medical and surgical aid to the crew of American vessels engaged in the deep sea fisheries.

It appears that there may be a good deal of difficulty in getting this revenue cutter bill up for consideration. Meanwhile Senator Lodge and Mr. Gardner will press the hospital ship bill before the Senate committee.

If the Gardner amendment to the revenue cutter bill is adopted the proposition is to fit up the Penobscot as an experimental hospital ship for occasional service. If the experiment proves a success the treasury department will then ask for something better.

**BIG STOCK FOR
SCH. PAULINE**

Sch. Pauline, Capt. Nels Larsen, of the Gorton-Pew Company, Georges handling fleet made a good stock of \$2750.76 on her recent trip. The high line share was \$125.61 and the cook's share was \$151.26. This stock has been exceeded this year only by sch. Claudia which stocked \$3063 on her trip of April 18. The high line share of \$125.61 is the highest reported this year.

Grand Bank, N. F., Notes.

For the past few weeks Grand Bank has been a hive of industry. The preparing of a fleet of 32 bankers and a number of coasting vessels means business.

Eight bankers are now awaiting a time to leave. They are not very anxious about it as there are no tidings of bait.

The community has been greatly troubled with smallpox and it is still with us but we hope it is on its last legs.

Of the 24 schooners which left for the securing of bait and then the banks, one returned viz.: The Portia, Patten & Forsey, with a case of diphtheria. The affected one is in the local hospital, and the vessel lying under quarantine.

The Norwegian Catch.

Relatively, the figures of the Norwegian catch are dropping behind but notwithstanding this, the voyage for the current season is considerably ahead of what the voyage of last year was, date for date. The last report that reached us gives the take for this year at sixty-one and a half million fish, while the figures for last year, for similar period, were forty-five million fish. Of course, the Norwegian catch for this year is going to be a very large one, but it may not be anything like what it was anticipated a month ago.

Ice and Bait Reports.

Amherst Harbor, May 7.—General reports this morning no bait, no traps set, some ice interfering with fishing at House Harbor. Ice in Pleasant Bay yet.

Queensport, May 7.—No herring today, no ice.

Souris, P. E. I., May 7.—North coasts board ice only. Souris clear, eastern coast some scattered ice, herring scarce.

Gone to Pubnico.

Sch. William H. Rider sailed this morning for Pubnico, N. S., where she will be used in connection with the Cunningham & Thompson plant at that place.

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First Netters are at New York To-Day.

With 8300 large and medium fresh mackerel, sch. Lottie G. Merchant, Capt. Ralph Webber, arrived at Fulton Market, New York, yesterday afternoon, with her third fare of the season.

The despatch to the Times states that Capt. Webber took his fish in latitude 38.40. He reports very few showing.

First Netter at New York.

The first netters of the season New York are reported this morning. They are as follows:

Marion, 250 fresh mackerel.
E. H. Sneed, 328 fresh mackerel.
Lear C., 400 fresh mackerel.
Sarah, 150 fresh mackerel.

A dispatch to the Times this forenoon says that 187 barrels of large mackerel were received overland in New York this morning.

A dispatch to the Times this noon states that sch. Monarch, Capt. John Seavy, is at Fulton Market with fare, hailing for 1300 large fresh mackerel and 600 mediums.

The seiners and netters landed 12 barrels of mackerel in the south of last week, mostly medium fish. The corresponding week last year they landed 1379 barrels, mostly fish weighing about a pound each.

Salt Mackerel Imports.

Imports of salt mackerel of the 1912 catch landed at Boston to date total 32,420 barrels against 31,320 barrels of the 1912 catch.

**GREAT PERILS OF
THE SEAL FISHERY**

The dire disaster to the seal steamer Newfoundland will prompt thousands in the island to see another instance of the "Friday and 13" superstition, because the fleet sailed the ice fields on Friday, March 13.

The perils of this industry are great. In the 20 ships of the fleet are some 4000 men, and the seals to seek are found on the ice floes off the Grand Banks, into the midst of which the ships are forced, the crews venturing onto the floes, killing the prey and dragging them to their vessels, in the holds of which they are stored.

People who know of the ice peril only by reading, can form no idea what it means to be abroad on the unstable foothold from daylight to dark, or realize that the industry is full of risks of the most desperate character, the men endangering their lives almost every time they venture over the sides of their ships.

In their pursuit it is a common thing for them to wander six or eight miles from the steamer, and they get benighted or meet an accident serious tragedies frequently follow.

Sealing Tragedies.

The most awesome previous horror in the history of the floes was that of the steamer Greenland in 1898. The ship was struck by a blizzard while

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180 men were hunting for seals over the icy plains. They were left helpless while she was driven to sea. Two nights and a day elapsed before she reached them again, and when she did she found that 48 had perished from hunger and cold.

Some had gone mad from their sufferings, others had collapsed from exhaustion and been frozen stiff, a few had been killed by fragments of ice tossed about, while others had fallen into the ocean and drowned. Only 25 bodies were recovered, the others having met a grave in the depths of the sea. About 50 of the survivors were frostbitten, and it was a sad-looking ship that returned to port that year.

Fogs often shut down over the flocks and hundreds of men from the different ships may be isolated by them, incapable of regaining their vessels and kept in this pitiful predicament for a whole night, scantily clad, poorly provisioned and having to burn their boats and clubs to keep themselves warm.

If the weather is without snow-storms or frosts they escape with no worse mementoes of their experience than seared noses, ears or fingers, and not a year passes but some such accident to the progress of the fishery has to be recorded.

Gripped Off Labrador.

Another famous ice-floe horror was the loss of the sch. Huntsman in 1872, off Battle Harbor, Labrador. She and the Rescue, a sister ship both seal hunting, got gripped in the ice in a storm, and were swept south by the current. Shortly after dark on Sunday evening, April 9, she struck Bird Rock, an outlying islet, and was flung over on her beam ends by the ice and waves.

The waves, sweeping over her jerked her spars and flung a mass of struggling wretches into the surf, where the jammed chunks of ice battered the life out of them. Others climbed over the weather bulwark to the floe, only to be caught and

crushed to death by this as it rafted up against her side. Within an hour 42 of the 62 men she carried were dead.

The very next year, 1873, the sch. Deerhound lost 24 out of 56. They had been sent off in boats among the "open" or scattered ice, to cruise in the watery lanes and thus conduct the hunt impossible on foot. A storm arose and the boats were crushed between the writhing fragments, and the hapless occupants sank or scrambled on to a tossing pan.

For two days the gale raged and at its close there was not a vestige of the little flotilla to be seen. Two more days were spent by the schooner in cruising about, and part of one boat was sighted. Upon its being overhauled two starving and frost-bitten sealmen were found beneath it, who died soon after being rescued. They were the only ones of the whole number ever heard from.

St. Mary's Bay Disaster.

The St. Mary's Bay disaster occurred in 1875, and stout and stalwart men today, who figured in it as boys, have never forgotten the dreadful experience. The ice drove in during March and brought with it a derelict French schooner, the Violette, from St. Pierre, which had become enmeshed in the floe. Her crew had gotten ashore and the coastfolk swarmed off to her to strip her of her fittings.

An offshore gale struck them as they went. Many returned, but the ice opened and cut off 45 from succor. They made toward the brig as a means of shelter, but many never reached her. Blinded by the whirling snow in the darkness and the cold, they toiled on only to fall as their strength gave out and perish by the way. Thirty died on the floes, some were frozen, many smothered, others drowned.

In 1873 the steamer Tigress picked up survivors of the ill-fated Polaris expedition, who had been cast away the previous November on the Greenland coast and had been five months on the ice pans, drifting south with the current. Daylight was just breaking when the watch reported about some people on a large pan, with the American flag flying.

Then a kayak put off, and Hans, an Eskimo, came alongside, and said: "Ship lost, captain gone." Boats were immediately lowered and 19 persons, including two women and one baby, born on the ice pan, were taken aboard the Tigress amid cheers again and again renewed. They had to be washed and fed, cleaned and clothed.

Marvelous Endurance.

Tales of the marvelous endurance of the sealers are not few. Thomas Green of Grennspond as a boy was sailing with his father, another man and apprentice lad. He was tending his seal nets when a "divy" or snow-storm came on and the boat became unmanageable and drifted off to sea. They struck a small island but were carried off again. That night the father and the apprentice lad died, the next morning the other man perished.

The boy dressed himself in all the clothes of the other three, whose bodies he kept in the boat, and ate the flesh of an old seal they had for their net. On the third day he gaffed, by wonderful luck, an old seal in the slob ice. This he hauled in and set drinking the warm blood.

On the fifth day he killed a young seal, and thinking he saw a ship

walked five miles over the floe leaving his boat behind. The phantom ship proved to be an island of ice and in the night he had to tramp back again to his poor open punt.

On the seventh day he was really beginning to give up hope when a vessel, the Flora, suddenly hove in sight. He shouted loudly, it being dark, whereupon she immediately tacked as if to leave him. Again he shouted: "For God's sake, don't leave me with my dead father here!"

The words were heard on board plainly, and the vessel hove to. The watch had thought his previous shouting was of unearthly origin. He and his boat, with its pitiful load, was picked up and sent back by a passing vessel to his home in Greenland.

Danger of Coast Sealing.

The sealers along the coast are subject to the same dangers. Almost every spring a succession of easterly winds will drive the whelping ice against the shore. The coastfolk hail its advent joyfully, as it means a rich if risky harvest for them. Every man who can walk, all the boys over 12, and often times the women, too, hurry forth on the floes to glean the spoil.

They start at midnight so as to be among the herds at daybreak, and as soon as the light permits the slaughter begins. While the floes are "jammed" against the coast the set-

ters know neither rest nor sleep, for every "tow" of seals they bring to land means a few more dollars, and while the harvest may continue for a fortnight it may, on the other hand, last only a day.

The strong landward breezes pack the ice against the shore. This closes the blowholes, and the seals, to mount and leave the pans with ease, must go farther out, among the looser ice. Thither the hunters follow, and when a shift of wind comes this ice is the first driven to sea. The men are usually so absorbed in their work that they give no thought to the veering breeze.

By and by they awake to their danger and it becomes a wild scramble for life. Dropping everything they hurry for the shore. Wide lanes of water cut them off from safety, the pack is opening and its separate fragments are dispensing over the face of the ocean. If there is an extensive unbroken area they may reach it and get near enough to land to be rescued by boats, but if the pans are smaller there is little hope for them.

Lost at Trinity Bay.

One of the most harrowing of all these catastrophes was the Trinity Bay disaster in 1891. The ice had closed along the shore and the coast-folks sailed out for seals. Suddenly the wind changed and hundreds were driven seaward before a sharp breeze, incapable of helping themselves. Then the alarm spread and the rush for safety began.

Some landed near their homes, others many miles away. Scores were driven right across the estuary, 40 miles beyond, and effected a lodgement there. But 36 fishermen of English Harbor were swept toward the ocean, trapped among the outer floes and doomed beyond salvation.

Then there were hurrying and signalling along the shore, the firing of alarm guns and the lighting of beacons, telegrams to St. John's for tugs, and a call for volunteer schooners from the bights, and inlets which breast the wide Atlantic. Heroic efforts toward rescue were made, but all in vain.

For two days the keen-eyed mariners watched the big floes with their long telescopes and twinkling fires at night, amid winter darkness told that the driftaways were burning their gaffs, ropes and seal carcasses to keep alive. Then the wild fury of a blizzard swept the bay, and blotted out the whole grim tableau.

Sea Lingo in the Making.

Practically every recognized language has been called upon at some time to help in building up the vocabulary of the sea.

"Davy Jones" for instance, might be taken to refer to some dead and gone Welshman, but the name is derived from quite another source. One should speak of "Duffy Jonah's locker," for that was the original, "Duffy" being the West Indian name for a spirit or ghost, and "Jonah" referring to the prophet.

Another expression gradually corrupted out of its original form is the "dog watch." It was originally the "dodge watch" because it lasts only two hours, and was intended to insure that the same men shall not be on duty every day during the same hours.

The "jury mast" has nothing in common with the "12 good men and true," except its derivation from the same French word "four," meaning "one day." The jury-mast is erected temporarily "for a day," just as the jury in its legal sense, meant a tribunal summoned for a short time.

The "sheet anchor," the largest anchor carried by a ship, should really be the "shote anchor," and is so called because of its great weight, which allows it to shoot out in cases of emergency.

"Port" is a comparatively new expression. In the old days they used to refer to "larboard" and "starboard." "Starboard" has nothing in common with the twinkling stars of the heavens, it is derived from the Anglo-Saxon on "steer-board" or "steer-side." In Viking times the galleys were steered by an oar, which the helmsman held with his right hand. "Larboard" was probably a corruption of "lower-board," the larboard side being inferior to the other.

The word "admiral" is Arabic springing from "emil el bagh," or "lord of the sea." "Captain" comes from the Latin "caput," but "mate" is Icelandic, and means "companion" or "equal." "Coxswain" had a curious origin. The "coxswain" was a man who pulled the last oar in the captain's boat, which was described as the "cockboat." This, in turn, was a corruption of a small, round boat found on the rivers Usk and Wye, and known as a "coracle." Coxswain is therefore a Welsh name.—Tit-Bits.

Portland Fishing News.

Pollock are now being found in many directions along the coast, large bodies having been seen the past few days in the vicinity of Boothbay. The sloop Isabel Parsons and Olympia came in Sunday with good sized catches, and the schooner Marion Turner, which is looking for them at the eastward, is liable to show up any time with one of her usual big catches.

The schooner Marjie Turner, which left here last December for the southern coast and has been fishing all winter out of Pensacola, was reported more than a week ago as on her way home. This evidently was a mistake, as she is now reported as arriving at Pensacola last week with a fare of 18,000 pounds of red snappers and groupers.

Several of the steam netters were in Friday, the R. J. Killick, Nashawena and Joanna all having fish. The Geisha was also out, but did not haul, a leak having developed in her boiler after she got outside, she having considerable difficulty in getting back to her wharf.

The fishing sloop Sarah A., which had her foremast head carried away while jibing in a squall a few days ago, is lying at Long wharf, where she will also undergo a general overhauling.

Contd above